

CLASSIFICATION **SECRET**CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY USSR

DATE OF
INFORMATION 1949

SUBJECT Economic - Inland waterways

DATE DIST. 17 May 1949

HOW
PUBLISHED Daily newspapers

NO. OF PAGES 2

WHERE
PUBLISHED USSRDATE
PUBLISHED 25 Feb - 8 Apr 1949SUPPLEMENT TO
REPORT NO.

LANGUAGE Russian

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50
U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Soviet newspapers as indicated.

INLAND-WATERWAYS SHIPPING INCREASES

UKRAINE PLANS DEVELOPMENT OF SMALL RIVERS -- Pravda Ukrainy, No 47, 26 Feb 49

In a conference held in Kiev to discuss problems connected with the development of small rivers of the Ukraine, Khilyuk, chief of the Administration for the Development of Small Rivers for Transport, reported the work done in 1948 and plans for 1949. He mentioned that 17 rivers in the Ukraine, with a total length of 2,000 kilometers, had been made navigable. During 1949, many Ukrainian cities, enterprises, and thousands of kolkhozes situated in river basins, will be able to use cheap water-transport facilities. The plan for transport on small rivers of the Ukrainian SSR has been increased 20 percent over 1948.

The conference made plans for the future work and the fulfillment of the year plan.

DIESEL SHIPS OPERATE ON LOWER IRTYSH -- Rechnoy Transport, No 16, 25 Feb 49

During the summer of 1948, 16 power-driven barges, operating on liquid fuel were added to the fleet of the Lower Irtysh River. As the operation of Diesel engines requires special skill, the steamship line has organized refresher courses for mechanics. Twelve ships mechanics and their assistants are now attending 3-year courses, where they study the construction of Diesel engines, electrotechnics, designing, and technology of metals.

DNEPR RIVER FLEET FUNCTIONS POORLY -- Sovetskaya Moldaviya, No 58, 23 Mar 49

The Dnepr river fleet is poorly organized and its operation is entirely unsatisfactory. There is no regular freight traffic or passenger service on the river, and use of unseaworthy ships resulted last year in losses of 41,700 rubles. The Bendery Ship-Repair Works put

- 1 -

CLASSIFICATION

SECRET

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	DISTRIBUTION															
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI																	

SECRET

50X1-HUM

out only one steamboat last year, and it had to be retired for repairs after its first voyage. Units of the river fleet were wintered in places lacking facilities for repairs, and as a result spring overhauling is far behind schedule.

SHIPPING LINE PLEDGES INCREASE -- Moskovskiy Bol'shevik, No 82, 8 Apr 49

Millions of tons of freight and millions of passengers have been carried by the Canal imeni Moskva Steamship Line during the 12 years of its existence. Many crews have adopted Stakhanovite work methods, following the example of the Volga freighter Ruslan. Crews of the outstanding freighters Miron Dyukanov (captain, Puzevskiy), Makar Mazay (captain, Adolin), Rzhev (captain, Potapov), and Petr Krivonos (captain, Pryanikov) have topped production quotas set for the freight fleet for 1950.

The steamship line exceeded the shipping plan during the past navigation season and lowered shipping costs 11.6 percent. Freight handling in the ports was out 9 percent more than planned, enabling canal workers to save 8 million rubles.

The canal's 1949 quota calls for 20 percent more shipping than in the previous navigation season. The Steamship Line Administration has pledged, in addition, to attain the volume of shipping set for 1950. This will necessitate a 30-percent increase in shipping over 1948. (Signed by A. Shmagin, chief of the Steamship Line Administration of the Canal imeni Moskva and general-director of the River Fleet, 3d Rank.)

Vechernyaya Moskva, No 83, 8 Apr 49

Skippers Batov, Rybin, and Luk'yanenko of the Canal imeni Moskva Steamship Line have prepared for the navigation season and drawn up Stakhanovite plans. Following the example of Purlakov, mechanic of the steamship line, Batov has decided not to turn his barge in for repairs until 1953 and Rybin and Luk'yanenko have decided not to turn theirs in for repairs until 1955.

The skippers have pledged to repair defects themselves to utilize more efficiently the freight capacity of the barges and to increase the number of trips.

RIVER FLEET PERSONNEL RECEIVE AWARDS -- Rechnoy Transport, No 26, 1 Apr 49

Many captains and mechanics, connected with ships of the Ministry of the River Fleet, received orders and medals for long and excellent service. Among these are D. A. Reutov, captain of the Plotovod, N. A. Yerashov, mechanic of the Okhta, and P. V. Koryukayev, captain of the Pushkin.

TALLIN SHIP-REPAIR PLANT AWARDED RED BANNER -- Sovetskaya Estoniya, No 47, 26 Feb 49

Workers of the Tallin Ship-Repair Plant recently were awarded the All-Union Transferable Red Banner of the Soviet of Ministers USSR and VsesRSR, and a cash prize of 90,000 rubles for winning the All-Union Socialist competition for the last quarter of 1948.

Workers, technical engineers, and employees of the plant pledged to exceed the production plan for the first quarter of 1949.

- E N D -

- 2 -

SECRET